रजिस्टर्ड नं0 HP/13/SML.



राजपत्र, हिमाचल प्रदेश

(असाधारण)

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

शिमला, वीरवार, 24 फरवरी, 2000/5 फाल्गुन, 1921

हिमाचल प्रदेश सरकार

नगर एवं ग्राम योजना विभाग

अधिसूचना

शिमला, 20 नवम्बर, 1999

संख्या टी0सी0पी0-एफ (5) 5/99.—हिमाचल प्रदेश सरकार ने हिमाचल प्रदेश, नगर एवं ग्राम योजना अधिनियम, 1977 (1977 का 12) की धारा 20 (1) के साथ पठित धारा 23 के अधीन प्रदत्त शक्तियों का प्रयोग करते हुए हमीरपुर योजना क्षेत्र के हीरा नगर की सैक्टोरल योजना को अनुमोदित किया है।

अतः हिमाचल प्रदेश की राज्यपाल, हिमाचल प्रदेश नगर एवं ग्राम योजना अधिनियम, 1977 (1977 का 12) की धारा 23 के अधीन धारा 20 (4) के साथ पठित निहित शक्तियों का प्रयोग करते हुये, हमीरपुर योजना क्षेत्र के हीरा नगर की सैक्टोरल योजना, जिसे राज्य सरकार ने यथा अनुमोदित किया है को प्रकाशित करती हैं और नोटिस देती है कि उक्त विकास योजना का निरीक्षण निम्नलिखित कार्यालयों में कार्यालय समय के दौरान किया जा सकेगा :—

1. आयुक्त एवं सचिव (टी0सी0पी0)
 हिमाचल प्रदेश सरकार, शिमला-2.

4916-राजपत्र/2000-24-2-2000—1,312.

मूल्य : 1 रुपया।

2. निदेशक,
नगर एवं ग्राम योजना विभाग,
कमर्शियल कौम्पलैक्स, ब्लाक नं0 32-ए, कसुम्पटी,
शिमला-171009.

3. नगर एवं ग्राम योजनाकार,
मण्डलीय नगर योजना कार्यालय,
हमीरपुर, जिला हमीरपुर (हि0 प्र0)।

हमीरपुर योजना क्षेत्र के हीरा नगर की उक्त सैक्टोरल योजना इस अधिसूचना के हिमाचल प्रदेश राजपत्र में प्रकाशित किए जाने की तारीख से लागू होगी।

आदेश द्वारा,

अजय मित्तल,
आयुक्त एवं सचिव।

[*Authoritative English text of this department Notification No. TCP-F-*(5)5/99, *dated* 20-11-1999 *as required under clause* (3) *of Article* 348 *of the Constitution of India*].

TOWN AND COUNTRY PLANNING DEPARTMENT

NOTIFICATION

Shimla-2, *the 20th November*, 1999

No. TCP-F-(5)5/99.—Whereas the Government of Himachal Pradesh in exercise of the powers vested to it under section 23 read with section 20(1) of the Himachal Pradesh Town and Country Planning Act, 1977 (Act No. 12 of 1977) has approved the Sectoral Plan for Hira Nagar of Hamirpur Planning Area.

Now, therefore, in exercise of the power vested in her under section 23 read with section 20 (4) of the Himachal Pradesh Town & Country Planning Act, 1977 (Act No. 12 of 1977) the Governor of Himachal Pradesh is pleased to publish the Sectoral plan for Hira Nagar of Hamirpur Planning Area as approved by the State Government and give notice that a copy of the said Sectoral Plan may be inspected at the following offices during office hours namely :

(1) The Commissioner-*cum*-Secretary (TCP) to the Government of Himachal Pradesh, Shimla-2.

(2) The Director, Town & Country Planning Department, Commercial Complex, Block No. 32-A, Kasumpti, Shimla-171009.

(3) The Town and Country Planner, Divisional Town Planning Office, Hamirpur, District Hamirpur (H. P.).

The said Sectoral Plan for Hira Nagar of Hamirpur Planning Area shall come into operation from the date of publication of this notification in the Himachal Pradesh Rajpatra.

By order,

AJAY MITTAL,
Commissioner-cum-*Secretary*.

HIRANAGAR SECTOR PLAN

CHAPTER-I

1. Introduction :

1.1. The Development Plan for Hamirpur Planning Area as approved by the Government of Himachal Pradesh *vide* Notification No. PW (B&R) (B) 26-89/77, dated 1-7-94, envisaged provisions for planned and regulated development of this district headquarter town in accordance with Himachal Pradesh Town & Country Planning Act, 1977 and Rules, 1978 thereunder. The plan with a planning area of about 605 hectares of land, possessing 44 per cent area for urban uses, provides to cater for requirement of anticipated 25000 population. In general, urbanisable area coincides with present Municipal Council limits and comprises of four sectors, for the purpose of planning process and comprehensive development. The sectors were delineated on the basis geographical contiguity, development pattern, availability of developable land, population distribution and potential urban activities.

1.2. The Himachal Pradesh Town & Country Planning Act, 1977 provides for preparation of sector plan, as an essential step for implementation of proposals of the development plan. The Sector plan incorporates the unforeseen factors in view of changing aspirations of people, Government policy, socio-economic and technological development. Accordingly, whereas Baru-Lalhari Sector Plan has already been prepared and sent to State Govt. for its approval after considering public suggestions and objections, now Hiranagar Sector Plan for a fast growing area has been taken for detailing purposes to ensure its organised development. With an area of about 271 hectares in revenue Up Mohals Krishnanagar, Hiranagar, Anu, Dangkwali and part of Chanwal, the sector is mostly bounded by Reserved Forest.

1.3. Located at an altitude of about 900 metres from mean sea level, 'Chir Pines' all around look quite fascinating. The distant view of snow-clad Dhauladhar is very attractive. On account of its commanding site, it has attracted the prestigious institutions like Radio Station on fringe and Micro-Wave TV Relay Station, Govt. Degree College and Circuit House in it. Regional Engineering College, Central School and D.A.V. School are also in its vicinity.

1.4. In general, the sector has plain land and possesses potential patches for development. However, these patches are intercepted by reserved forests, natural drainage and physical configurations. At present, agricultural landuse is dominant. Hiranagar has mostly built-up area. The sector is spread along Shimla—Dharamshala State Highway-21. Hamirpur-Sujanpur-Palampur State Highway and Krishnanagar-Anu roads. It has therefore, an excellent accessibility.

1.5. Geologically, the site is having sedimentary sub-stratum with deep and developed top soil profile which inherits harmonious landscape for development of residential use. The area is free from landslides, sinking and denudation.

CHAPTER-II

2. Development Pattern :

2.1. As per 1991 census, the sector has 1266 population including that of Govt. Degree College, institutions and 'Abadis' of Hiranagar, Krishna nagar and Anu Mohals. Physical development is almost contained either within 'Abadideh' areas of Mohals and along transport nodes such as Pucca Bharo, Anu Chowk as well as along major transport arteries. The area is prone to an organic growth. The scattered residential development in an isolated manner is underway at present.

2.2. On account of approximity to existing built-up area of the town, excellent accessibility and availability of ample developable land, this sector is highly potential to accommodate future population growth and thereby physical development of the town.

2.3. Commercial development has remained confined to road junction locations such as Pucca Bharo, Anu junction and here and there along the traffic arteries. These commercial nodes continue serving the convenient shopping needs of the resident population of surrounding residential areas. As per survey of shops conducted on February 2, 1998, there are 75 shops in the sector. Out of total shops, 30 are located in Krishnanagar, 12 in Hira Nagar and 33 in Anu Mohal. Out of total shops, 23 pertain to repair of vehicles, 25 confectionary, 16 service and 11 other types. The area of shops range from 6 to 10 sqm. having 538 ration cards population is served by 4 fair price shops, located two each in Mohals of Krishnanagar and Anu. The repair shops, primarily associated with truck repair, are concentrated at Pucca Bharo along Shimla-Dharamshala Highway and Krishnanagar-Hira Nagar road. In order to cope up with traffic hazards, truck stand alongwith provision for repair shops and essential amenities has been proposed to be provided in the vicinity on the Government land.

2.4. During the late 1960's, when Hira Nagar area was barren, it was planned by way of proper Sub-Division of land and sale/registrations thereof accordingly. Even today, it possesses the essential width of lanes. It is this locality, wherein Hamirpur can take pride of having vested with planned development. Having about 70% double storeyed constructions and rest single storeyed development, the locality presents a soothing and aesthetic look. Architectural style of buildings coupled with adequate setbacks and reasonable coverage, it provides an ample opportunity to society to learn. Percentage of single storeyed, double storeyed and three storeyed structures in the sector is about 6,527 and 8 respectively. Facilities of Government Degree College and Micro Wave Station are of regional importance. Educational facilities comprise of 4 private primary schools in the sector wherein about 500 children are studying. One branch Post Office, Electric Sub-Division and Vaterinary Hospital are also existing.

2.5. Facilities and Services have to be ensured on the basis of standards for the anticipated population. One new private Senior Secondary School is also being established at Hira nagar.

2.6. Presently, there is one organised park in between Hiranagar and Anu Mohals. A play ground of Government Degree College is also available for sports and other ceremonial occasions. The surrounding area occupied by 'Chir' forests is highly suitable for harnessing it for Zoological and botanical purposes.

2.7. Occupying an area of 12.65 hectares, traffic and transportation is an important use, with Shimla-Dharamshala State Highway-21 and Hamirpur-Palampur State Highway passing through it. Hamirpur-Awah Devi-Sarkaghat and Pucca Bharo-Nalti roads also emanate from this sector. It has problems of through traffic, which require due consideration. The State Highways link the main town with this sector.

Table-1--Traffic Volume of Buses

Sr. No.	Route	Outgoing			Incoming			Remarks
		Govt.	Private	Total	Govt.	Private	Total	
1	2	3	4	5	6	7	8	9
1.	Hamirpur-Dharamshala Highway.	50	110	160	50	110	160	Variation of incoming and outgoing is due to circular routes.

1	2	3	4	5	6	7	8	9
2.	Hamirpur-Sujanpur-Palampur Highway.	38	58	96	37	55	92	Variation of incoming and outgoing is due to circular routes.
3.	Hamirpur-Awah Devi Road.	21	39	60	13	31	44	Variation of incoming and outgoing is due to circular routes.
4.	Hamirpur-Khagal Road.	3	—	3	3	—	3	Variation of incoming and outgoing is due to circular routes.
	Total ..	112	207	319	103	196	299	

Source : Divisional Manager, H.R.T.C., Hamirpur.

2.8. The Highways have sharp hairpin bends. Proposal for bypass, is therefore, inevitable. According to parking survey conducted on 21-1-98, 100 vehicles were found parked along roads. Out of total vehicles, 26 were trucks, 8 buses, 24 jeeps/taxis/cars, 5 tempos and 37 scooters. Pucca Bharo crossing remains choked due to truck parking and repair shops in the vicinity. To cater for roadside and idle parking for vehicles, adequate width of roads on one hand and provisions for truck terminal have to be ensured.

2.9. Spread along the chir pine covered range over plateau and interspersed by the reserved forest, the sector has a variable scenery. It also acts as a gateway to the town from Dharamshala and Palampur sides. It has therefore, potential for establishing tourism based activities in integration with the Town as well as region.

CHAPTER-III

3. **Development Proposals :**

3.1. The Sector Plan envisages allocation of land for different uses to cope up with the requirements of the sector and contemplates a detailed landuse structure. The allocation of land has been made as per specific locational characteristics of each use and space requirements worked out in accordance with Development Plan proposals in respect of activities of town level hierarchy and in accordance with planning norms and standards in respect of sector level components. Out of 270.54 hectares land of the sector, 105.54 hectare *i.e.* 39.01 per cent has been proposed for development in order to cater for urbanisation requirements of the plan. The rest of the area being, under remaining uses such as forests, agriculture and drainage lines has been retained.

3.2. Residential use :

3.2.1. The Sector Plan contemplates to accommodate a population of about 13000 persons in this sector. An area of 43.99 hectare including existing 18.57 hectare has been proposed to be developed as residential area envisaging a net residential density of about 300 persons per hectare of land. Nearly 5600 persons are proposed to be accommodated in the existing developed pockets of the sector over an area of 18.57 hectare and scattered development elsewhere in the sector. The existing residential localities are to be retained. However, these are to be improved and upgraded, so that they have healthy livable environment. Such badly laid out are as will be redeveloped by public participation and implementation of land pooling and reconstitution technique. The scattered out growth has been proposed to be accommodated in the proposed layout as far as possible. Thus 25.42 hectares of land has been earmarked for development of new residential clusters, providing housing to 7400 persons.

3.2.2. The residential pockets/plots have been carved out in such a fashion so that they enable to accommodate back to back plots, bounded by direct vehicular access on either sides. Every plot has been provided with at least 7.0 m. wide vehicular access. The double plots have an overall width ranging between 30.00 m. to 50.00 m. which is sufficient to accommodate back to back rows of residential plots. It has been envisaged that the depth of residential plots will vary from class to class and the frontage will vary in order to have different sizes of plots, as per requirement and type of housing intended to be made available at the time of preparation of Town Development Schemes by the Himachal Urban Development Authority. Due consideration has been given to planning bye-laws of the Development Plan in respect of aspects such as plot sizes, set back norms. Coverage and floor area ratio while carving out plots for residential purposes in the sector plan. In addition to above, residential pockets have been reserved for further expansion in Krishnanagar, Hira nagar and Anu localities.

3.2.3. The sector is likely to be inhabited by high class strata including retired officers and businessmen as per existing trend. On account of prestigious educational and communication institutions within and on its periphery on one hand and highly scenic beauty of the area alongwith gently sloping developable land on the other, it has high demand for developed plots. The sector plan, therefore, takes care of requisite infrastructural networks accordingly.

3.3. Commercial use :

3.3.1. An area of 1.70 hectare has been allocated for commercial development. Besides existing commercial pockets, new sector level organised shopping has been proposed to be developed on an area of 1.10 hectares. The complex will consist of about 100 shops @ of 4-5 shops/per thousand population, accommodating retail shopping establishments, service industries, lower order health, recreational and professional facilities and services apart from parking and internal circulation. This complex is provided to cater for needs of proposed population of about 13,000 persons to be accommodated in this sector as well as rural settlements, in close proximitiy of planning area. In addition, shopping is likely to come up at the stage of detailing of schemes, in accordance with spatial requirements. A part from these provisions commercial ventures such as banking insurance, communication, health care centres, clinics will also be part and parcel of these shopping areas.

3.3.2. The land reserved for commercial use except convenient shopping shall be developed in an organised manner by the Nagar Vikas Pradhikaran after getting chunks of land acquired. A separate development scheme shall be required to be prepared for this purpose within the overall broader framework of this sectoral plan proposals and Zoning bye-laws envisaged in the Development Plan.

3.4. Industrial use :

3.4.1. Industrial area of Hamirpur town lies in already notified sector IV for which total land of 9.89 hectares including H.P.S.I.D.C. has been earmarked in accordance with proposals of development plan on one hand and institutional importance of the sector on the other. No proposal for industrial pocket has been made in this sector.

3.5. Facilities and services :

3.5.1. An area of 11.17 hectare has therefore, been earmarked for this use. It includes 8.35 hectares land of Government Degree College which is a regional level educational facility and focal point of this sector. A 10+2 Central School and a 10+2 D.A.V. school are located in vicinity of the sector outside, which have been taken into account while envisaging this facility for future. There are four nursery schools having about 500 children therein. One Middle School and one Primary School, have however, been required to be provided. Facilities of Sub-Post Office and Electric Sub-Station are existing in the sector. A petrol and diesel filling station is coming up in the vicinity outside the sector. The details of provisions of additional facilities and services made in the sector plan are as under :—

Table-2—Additional requirement of facilities

Sl. No.	Facility/Service	Number	Area in Hect./Unit	Total
1.	Education :			
	(*a*) Middle School	1	0.40	0.40
	(*b*) Primary School	1	0.20	0.20
2.	Health Dispensary	1	0.10	0.10
3.	Religious Temple	1	0.10	0.10
4.	Club	1	0.10	0.10
5.	Community Hall	1	0.10	0.10
	Total	6	1.00	1.00

The proposed facilities infrastructure is intended to be developed primarily on Government land available in Mohal Krishnanagar.

3.6. Government and Semi-Government offices :

3.6.1. Offices pertaining to maintenance of services networks and commerce have been anticipated to function in this sector in the respective use zones. However, detailing thereof has to be ensured during preparation of layouts of respective zones.

3.7. Parks and open spaces :

3.7.1. The area being panormic and defined by reserved forest alongwith hillocks as well as sloping terrain, provision for adequate parks and open spaces has been made. Govt. Degree

College ground will be catering for requirements of the games for students. Mohal level parks have been proposed. Moreover, parks and open spaces will also be created while detailing out the provisions of the sector plan. An additional area of 0.32 hectare including two sector parks comprising of 0.60 hectare area have been proposed.

3.8. Traffic and transportation :

3.8.1. Traffic and transportation use with an area of 22.55 hectare of land, works out to 21.37% of the total urban area of this sector. In view of merits of traffic junctions including diffusion of land values, the circulation has been envisaged accordingly, taking into consideration the topographical conditions.

3.8.2. Out of total area, 1.0 hectare of land has been earmarked for truck terminus, a town level facility, located adjacent to existing site adjoining to Pucca Bharo. It abuts existing State Highway No.-21 and proposed link to Anu Mohal. This proposal has been made on the Govt. land.

3.8.3. In view of limited scope for widening of Krishnanagar Hiranagar-Anu link road on the one hand and coming up of prestigious educational and other institutions along it, a new bye-pass road will be proposed in the revised Hamirpur Planning Area.

3.8.4. Apart from Shimla-Hamirpur-Dharamshala State Highway-21, Hamirpur-Sujanpur State-Highway, regional and town level traffic and transportation activities, the sector plan contains a complete road and street pattern providing at least 7.0 m. wide vehicular access to every residential plot and other use zones/precincts avoiding dead ends. The existing major traffic arteries have been avoided to be exploited for individual accesses to maintain their efficiency to ensure smooth movement of regional traffic.

3.8.5. Area for organised parking purposes has been proposed in different landuse zones in accordance with requirements of specific public locations and included in the predominate landuse thereof. Individual parking has been contemplated in the residential area as well.

3.8.6. Width of roads has been proposed as under:—

Table-3—Proposed width of roads

Sl. No.	Name of Road	Proposed right of way (in metres)
1.	Hamirpur-Dharamshala State Highway.	24
2.	Hamirpur-Palampur State Highway.	18
3.	Anu-Awah Devi Road	15
4.	Pucca Bharo-Anu Road	15
5.	Hiranagar-Jhanyara Road	12
6.	Pucca Bharo-Khaggal Road.	12
7.	Major Sector Roads	9
8.	Other Sector Roads	7
9.	Cluster Roads	5

3.8.7. Proposed landuse structure has been worked out as under:—

Table-4—Proposed Landuse of Sector

Sl. No.	Use	Existing	Additional	Proposed	Percentage of total (Area in Hect.)
1.	Residential	18.57	25.42	43.99	41.68
2.	Commercial	0.60	1.10	1.70	1.61
3.	Facilities and Services.	10.17	1.00	11.17	10.58
4.	Govt. and Semi-Govt. Offices.	3.77	—	3.77	3.57
5.	Parks and Open Spaces.	21.54	0.82	22.36	21.19
6.	Traffic and Transportation.	12.65	9.90	22.55	21.37
	Total ..	67.30	38.24	105.54	100.00%
7.	Agriculture and Forest.	202.00	(—)38.24	163.76	—
8.	Nallah and Water Bodies.	1.24	—	1.24	—
	Grand Total ..	270.54	—	270.54	—

Note:—Area as per revenue records.

CHAPTER-IV

BASIC SERVICES INFRASTRUCTURE

4.1 Water supply:

4.1.1. Hathli Khud which passes through the town is the main source of water supply for the town, with peak and lean season water quantum of 22.5 lac gpd and 2.92 lac gpd respectively. Presently, the department of I&PH is supplying about 6.07 lac gpd. potable water to the residents @ 27 gpd. The supply is insufficient during summer in view of hot climatic conditions during this season.

4.1.2. The present supply is being augmented by borrowing about 1.15 lac gallons from the water supply scheme of the local Regional Engineering College. The limit of borrowing from that source is about 1.57 lac gpd. It clearly shows that the population about 10,000 persons, which is going to be accommodated in this sector will require additional quantum of about 4.50 lac gpd. of water water which can not be made available from existing source. But as the I& PH department has already framed an augmentation scheme of this town envisaging carriage of 8.25 lac gpd. from the river beas in the near future, there will be total quantum of 13 lac gallons of

water available to the town, even in extremely dry season. Thus a population size of about 30,0000 persons will be well served at a rate of about 45 gpd. The water thus, will be provided to this sector from the existing and proposed scheme of the town .

4.1.3. The total requirement of water from this sector has been worked out to be 5.40 lac gallons at the rate of 45 gpd including 20 percent of the total *i.e.* 0.90 lac gallons for fire safety purposes and such other exigencies. After giving credit of existing water supply available to the tune of about 4 lac gpd water requirement remains to be fulfilled to serve the proposed population well. To have at least 25% of the total water supply as storage capacity, it has been proposed to earmark space for 3 Nos. overhead reservoirs at suitable location in this sector with storage capacity of 0.5. lac gallons to ensure fulfillment of eventualities. Existing reservoirs in Krishna Nagar will also remain in use with three new overhead reservoirs, proposed to be developed. So far as the question of exact layout of water supply network is concerned, the same can only be designed and prepared at the time of preparing development schemes for various pockets of this sector by the Development Authority. However, street and road pattern of this sector has been proposed in such a fashion so that it provides an adequate space for laying water supply and other utility network.

4.2. Severage System :

4.2.1. Being primarily defined by reserved forest, this sector constitutes an independent sewage zone. The nature of sewage to be produced by this zone from domestic uses may be utilized for irrigation pursuits after primary treatment of the plant/septic tanks.

4.2.2. So far as the question of sewage is concerned, it may be of about 80% of the total water supply and may come to about 0.32 lac gpd. Septic tank may be constructed to treat sewerage of this zone separately. Requisite space can be made available for such purpose on the periphery in the adjoining revised planning area after incorporating the contiguous development. The sewage treatment plant for Hiranagar and Anu has been proposed by I & PH Department near cremation site, outside the old planning area. The sewage of Krishnanagar has been proposed to be disposed off at disposal site of entire town along Hathli beyond Berhli. The network in general, will follow the street pattern. However, space for service requirements can also be made available for such purpose while carving out plots for development by the executive agencies.

4.3. Drainage :

The area has a natural drainage. Besides, Godal Nullah, there are rivulets in the sector, which drain the storm water towards this 'khad'. Provision of drains has been proposed to be made along the road network and accordingly after reconstitution of land by land pooling mechanism, permission will be accorded. Detailed drainage networks will be worked out during the course of preparation of schemes of various use zones and pockets of land defined by physical and man made boundaries.

4.4. Electrification :

There is already an electric Sub-Station of 132 KV/33KV/11KV capacity in the sector at Anu. The electric network will have to be provided along the roads and streets for which suitable width thereof has been proposed. The widths have to be retained and further provision be made during preparation of schemes and detailing of sector plan.

4.5. Telephone :

As the telephone service has become an inevitability of the present office, business, industrial and domestic culture, its efficiency has to be fully ensured. Cables for this purpose have,

therefore, to be properly laid along roads and streets for which suitable width thereof has been envisaged.

4.6. Water supply, sewerage, drainage, electric and tele-communication lines follow the roads and streets. At various spots they cris-cross each other. Unless roads and streets are wide enough to cater for the basic services, their efficient management can not be ensured.

CHAPTER-V

IMPLEMENTATION AND FINANCING

5.1. Authority :

5.1.1. The implementation of sector plan has been proposed to be ensured by the Himachal Pradesh Nagar Vikas Pradhikaran in accordance with legislation inforce in the State. Land for complete road and street pattern and commercial as well as civic purposes has either to be acquired after preparing town development schemes or land owners are required to be mobilised by the authority to develop land and only then to sell it in order to avoid haphazard development. The major services outworks have, however, to be provided by the Development Authority. Facilities as envisaged including one hectare Govt. land are also required to be developed by the Authority.

Table-5 -Land development for public purposes and its agencies

Sl. No.	Use	Additional Area	Agency for Development Agency	Remarks
1.	Residential	25.42	Land owners through reconstitution scheme.	HNVP will lay infrastructural services.
2.	Commercial	1.10	HNVP	—
3.	Facilities and Services	1.00	HNVP	One hect. land pertains to Govt.
4.	Parks and Open Spaces	0.82		
5.	Traffic and Transportation.	9.90	HNVP/HPPWD	Sector Roads by HNVP and major roads by HPPWD.
	Total ..	38.24		

The land may be made available either by direct negotiation or through State Government under the provisions of the Land Acquisition Act, 1894, as enshrined under Section 58 of the Himachal Pradesh Town and Country Planning Act, 1977.

5.2. Financing :

5.2.1. As land acquisition involves a lot of public resistance, the plan has to be implemented through public participation. The residential plots carved out after proposing complete road and street network have been envisaged to be handed over to the original land owners for further disposal and development proportionately to their original land holdings. Such owners shall be bound to follow planning by laws and zoning regulations in order to ensure healthy living environment and urban design as envisaged for regulating under Town andCountry Planning Act and Development Plan. This land management system has been evolved in view of the provision of the Himachal Pradesh Town and Country Planning Act, 1977. Deduction to the extent of 25% of original sizes of land holdings or cash in lieu of such land shares, in cases of executive authority as cost for development of infrastructural development which will certainly appreciate the value of involved landed properties has been envisaged for the expenditure incurred by the authority on development of basic services infrastructure, thus shall be recovered by way of disposal of the serviced land, thereby obtained from the land owners in form of development levy. The funds to be generated from auction of serviced commercial sites may be utilised for acquiring land for non-productive social services of the community. The development authority is required to involve, seed capital from its own resources in the project and ensure completion of the whole project in the comprehensive manner by efficiently revolving the capital. The State Government may make funds available to the executive agency in form of loans or grants under social services head, as provision of social infrastructure as well as to ensure livable environment in an orderly manner. Funds can also be generated by obtaining soft and long term loans from the other financial institutions such as HUDCO, NABARD, World Bank, LIC and Banks for different components of the project, after preparing detailed development schemes by the authority for housing and other services, strictly as per requirements of such institutions. Various components of the project after completion shall be handed over to the local Municipal Council for running and maintenance purposes since whole of the sector lies within the limits of local Municipal Council. The recovery of funds spent on such components shall entirely be the responsibility of the Council.

CHAPTER-VI

6. Regulatory Control :

6.1. Planning/Zoning Bye-laws as envisaged in the Development Plan and building bye-laws as enshrined in Rules of local Municipal Council framed under the provisions of H.P. Municipal Act, 1994 in accordance with the Town Planning regulations shall be applicable for development, sub-division of land and building operations to be carried in this sector, as envisaged in the Sector Plan. The rules in the interest of urban design, environment and social needs shall be made applicable during the course of formulation and detailing of development schemes for various components of this sector plan.

ANNEXURE-A

DETAILS OF PROPOSED LAND USE

1. Krishnanagar Up-Mohal :

1.1. Residential Use.--57 to 64, 67 to 77, 81 to 94, 111, 114 to 117, 119, 130, 132, 135, 145, 148, 153, 155, 156, 162, 163 to 167, 170, 171, 172, 177, 179, 180, 198, 199, 204 to 207, 217

to 219, 221, 224 to 226, 228, 231, 232, 231/1, 237, 238, 250 to 255, 262 to 264, 274 to 279, 283, 284, 293, 322, to 324, 329, to 333, 337, 338, 340, 341, 372 to 374, 376 to 378, 385, 387 to 389, 391, 393, 394, 401 to 405, 415, 422, 423, 432 to 437, 448 449, 455 to 459, 461 to 463, 472 to 475, 486 to 489, 502, 503, 506, 507, 512, 513, 515, 516, 521, 538, 547, 548, 558, 567 to 570, 572 to 578, 681 to 683, 607, 609, 618 to 620, 622 to 627, 677, 679, 683, 686, 690, 691, 692, 695, 706, 708, 715 to 722, 726 to 728, 731 to 736, 738, 740 to 742, 761, 765, 771 to 774, 781, 785, 786, 788, 792.

Part of Khasra Nos --51, 52, 56, 95, 96, 106, to 110, 118, 120, 121, 123, 131,133, 134, 137 to 144, 146, 147, 149 to 152, 154, 157 to 161, 168, 169, 173 to 176, 178, 181, 184 to 187, 197, 200 to 203, 209 to 216, 220, 222, 223, 227, 229, 230, 233, 235, 236, 239 to 249, 256 to 261, 266, 269, 270, 272, 280 to 282, 285, 286, 290 to 292, 294 to 300 306, 307, 310, 312, 314, 318 to 320, 325, 328, 334, 335, 348, 349, 358, 359, 361, 364 to 369, 371, 375, 379, 380, 382 to 384, 386, 390, 392, 395, 396, 399, 400, 414, 416, 418 to 421, 424, 425, 430, 431, 438 to 441, 443 to 447, 450 to 453, 460, 466, 467, 471, 476 to 480, 483, 485, 490, 493. 497, 509 to 511, 517 to 520, 525 to 535, 537, 539 to 546, 549, 550, 557, 559, 563, 566, 573 574, 580, 584. 587 to 605, 607, 608, 610 to 613, 616, 617, 621, 628 to 636, 638, 639, 642 to 645, 648, 649, 651, 657, 658, 660 to 662, 664 to 666, 671 to 674, 676, 678, 680 to 682, 684. 685, 688, 693, 694, 696 to 701, 703, to 705, 707, 709 to 714, 723, 724, 725, 729, 730, 737, 739, 743 to 745, 751 to 760, 762 to 764, 766 to 770, 775, 777 to 780, 782 to 784, 787, 789 to 791, 793 to 797, 799, 800, 802 to 805, 812.

1.2. Commercial Use :

Khasra Nos. 271, 273, 313, 315 to 317, 321, 326, 336, 342, 614, 615.

Parts of Khasra Nos. --235, 239, 240, 249, 266 to 270, 272, 273, 280 to 282, 285, 312, 314, 318 to 320, 325, 328, 334, 335, 343, 441, 598 to 601, 604, 605, 613, 616, 697, 701 to 704, 799, 800, 801.

1.3. Facilities and Services :

Khasra Nos.— 113, 122, 124, 125, 188 to 191, 406, 411 to 413, 442, 501, 809.

Parts of Khasra Nos.—112, 118, 120, 121, 123, 126 to 128, 186, 187, 192 to 194, 407 to 410, 426 to 429, 443 to 446, 453, 454, 500, 505.

1.4. Government and Semi Government :

Khasra Nos.--14 to 17, 19, 21 to 25, 28 to 35, 37 to 39, 42, 43, 44, 45, 46, 49, 65, 79, 80.

Parts of Khasra Nos.— 18, 20, 26, 27, 36, 41, 47, 50, 66, 78, 99 to 104, 700, 701.

1.5. Parks and Open Spaces :

Khasra Nos.—553 to 555, 560, 561.

Parts of Khasra Nos.—343 to 347, 438, 551, 552, 556, 557, 559, 563.

1.6. Traffic and Transportation :

Khasra Nos.—13, 40, 48, 53 to 55, 97, 98, 105, 129, 136, 182, 183, 195, 196, 208, 234, 265, 267, 327, 339, 350 to 356, 362, 363, 370, 381, 397, 398, 468 to 470, 481, 482, 484, 491, 492, 495, 496, 498, 499, 504, 565, 579, 586, 586/1, 675, 746 to 750, 798.

Parts of Khasra Nos.—3, 4, 6, 8, 9 to 12, 18, 20, 26, 27, 36, 41, 47, 50 to 52, 56, 66, 78, 95, 96, 99, 100, 101, 102, 103, 104, 106 to 110, 112, 126 to 128, 131, 133, 134, 137 to 144, 146, 147, 149 to 152, 154, 157 to 161, 168, 169, 173 to 176, 178, 181, 184 to 187, 192 to 194, 197, 200 to 203, 209 to 216, 220, 222, 223, 227, 229, 230, 233, 235, 236, 241 to 249, 256 to 261, 266, 268, 273, 285, 286, 292, 294 to 296, 305, 343 to 348, 357, 358, 359, 364 to 369, 371, 375, 379, 380, 382 to 384, 386, 390, 392, 395, 396, 399, 400, 407 to 410, 414, 416 to 421, 424 to 431, 438 to 441, 443 to 447, 450 to 454, 460, 466, 467, 471, 470 to 480, 483, 485, 490, 493, 494, 497, 500, 505, 509 to 511, 517 to 520, 522 to 525, 526 to 537, 539 to 546, 549 to 560, 563, 566, 573, 574, 580, 584, 585, 587 to 608, 610 to 613, 616, 617, 621, 628 to 636, 638, 639, 642 to 645, 648, 649, 651, 657, 658, 660 to 662, 664 to 666, 672 to 674, 676, 678, 681, 682, 684, 693, 694, 696, 698 to 702, 704, 705, 707, 709 to 714, 723, to 725, 729, 730, 737, 739, 743 to 745, 751 to 760, 762 to 764, 766 to 770, 775 to 777, 779, 780, 782 to 784, 787, 789 to 791, 793 to 797, 799 to 808, 812.

1.7. Truck Terminus:

Khasra Nos.—287 to 289, 301, 302, 304, 308, 309, 360, 361.

Parts of Khasra Nos.—286, 290, 291, 297 to 300, 305 to 307, 310, 349, 357 to 359, 361.

1.8. Agriculture and Green :

Khasra Nos.—685, 687, 689, 810.

Parts of Khasra Nos.—680, 688, 693, 804 to 808.

1.9. Forest :

Khasra Nos.— 1, 2, 5, 7, 464, 465, 508, 514, 571.

Part of Khasra Nos.— 3, 4, 6, 8 to 12, 358, 359, 417, 438, 454, 494, 522 to 524, 536, 584, 585.

1.10. Water Body :

Khasra Nos.—230, 311, 562, 564, 565.

Parts of Khasra Nos.—230.

2. Hiranagar Up-Mohal :

2.1. Residential Use :

Khasra Nos—1 to 5, 8, 11, 13 to 15, 17, 18, 21, 22, 24 to 26, 28, 29, 35, 38 to 40, 42, 43, 44, 50 to 54, 56, 57, 58/1, 60 to 104, 106, 113, 116 to 118, 122, 123, 127, 128, 131 to 139, 141 to 147, 149 to 152, 169, 170, 171 to 173, 174/1 to 174/13, 176 to 180, 182 to 185.

Parts of Khasra Nos.—6, 7, 10, 30, 33, 41, 45, 47, 48, 55, 58, 107, 110 to 112, 114, 115, 119, 120, 121, 124, 168, 191.

2.2. Commercial.—154, 155, 156, 157.

Parts of Khasra Nos.—49, 158 to 167.

2.3. Facilities and Services:—194 to 198.

Parts of Khasra Nos.—6, 41, 45, 58, 193.

2.4. Traffic and Transportation.—9, 12, 16, 19, 20, 23, 27, 31, 32, 34, 36, 37, 46, 59, 105, 108, 109, 125, 126, 129, 130, 140, 148, 153, 175, 181, 186, 187, 188, 189, 190, 192, 199.

Parts of Khasra Nos.— 7, 10, 30, 33, 41, 45, 47, 48, 49, 55, 58, 107, 110, 111, 112, 114, 115, 119, 120, 121, 124, 158 to 168, 191, 193.

3. Chanwal :

3.1. Zoological Parks.— 405, 406 to 413, 559/414, 558/414, 560/414, 461/414, 415, 416.

4. Dangkwali :

4. Traffic and Transportation.—5, 7, 13, 15, 19, 20, 31.

Parts of Khasra Nos.— 1, 6, 11, 12, 14, 17, 18, 29, 32.

4.1 Forest.—2, 3, 4, 8, 9, 10, 21 to 27, 30.

Parts of Khasra Nos.—1, 6 11, 12, 14, 17, 18, 29, 32.

4.2. Water Body.—16, 28, 33.

5. Anu Up-Mohal :

5.1. Residential. Khasra Nos.—19, 25, 27, 30 to 33, 35, 36, 38, 39, 46 to 48, 53, 55, 67/1, 73, 79, 82, 101 to 104, 108, 109, 117 to 120, 122, 137, 143 to 147, 153 to 155, 157, 160, 161, 165, 168 to 172, 271 to 285, 288 to 299, 301 to 304, 306 to 337, 340 to 358, 360 to 370, 373, 375 to 377, 381, 386 to 388, 403, 407, 408, to 412, 414 to 421, 425, 427, 451, 461 to 471, 475 to 485, 487 to 507, 509 to 521, 526, 547, 551 to 558, 571, 578, 579, 581, 591 to 593, 598, 599, 615 to 619, 643, 645 to 647, 649, 650, 660, 661, 666, 668 to 676, 682, 683, 687, 689 to 693, 701, 703, 704, 706, 709, 718, 721, 722, 725 to 732, 734, 786 to 789, 792, 800, 802 to 809, 812, 813, 814, 815, 818 to 821, 823 to 829, 834 to 840.

Parts of Khasra Nos.—11, 16, 17, 18, 21, 26, 28, 29, 37, 40, 41, 42, 43, 45, 49, 50, 51, 52, 54, 56, 67, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 80, 81, 83, 92, 93, 94, 95, 96, 97, 98, 99, 100, 105, 106, 107, 110, 111, 112 to 116, 121, 123 to 125, 126, 127, 135, 138, 139, 140, 142, 148 to 152, 156, 164, 166, 167, 173, 177, 178, 305, 338, 339, 359, 371, 372, 374, 378 to 380, 382, 383 to 385, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, to 402, 404, 405, 406, 413, 422, 423, 424, 426, 428 to 430, 433 to 439 to 450, 452, 453, 454, 455, 456, 457, 458 459, 460, 462, 463, 522 to 525, 527 to 546, 548 to 550, 559 to 561, 562, 564, 565, 567, 568, 569, 570, 572, 575 to 577, 580, 582, 644, 648, 656, 657, 659, 662, 663, 664, 665, 667, 677, 679, 680, 681, 684, 685, 688, 694, 695, 696 to 699, 700, 702, 705, 719, 720, 720/1, 723, 724, 733, 785, 790, 791, 811, 817, 822, 830, 831, 832, 833.

5.2. Commercial: Khasra Nos.—22, 23, 596, 601, 602, 605, 606, 607 to 614, 620, 621, 622, 623, 624 to 642.

Parts of Khasra Nos.—20, 21, 26, 446, 447, 448, 449, 450, 452, 454, 455, 532 to 536, 559 to 561, 562, 563, 564, 567, 595, 597, 600, 603, 604, 662, 857, 859, 860, 862, 867, 868.

5.3. Facilities and Services.—220 to 224, 238 to 241, 251 to 259, 261, 262, 268, 269, 286 287, 801.

Parts of Khasra Nos.— 233 to 235, 260, 263, 264, 267, 270.

5.4. **Govt. and Semi Govt.**—749 to 761, 765 to 774, 850 to 853, 855.

Parts of Khasra Nos.—762, 763, 764, 781 to 783, 854, 856.

5.5. **Parks and open spaces.**—225 to 227, 229, 236, 237, 242 to 250.

Parts of Khasra Nos.—228, 230 to 232, 436, 437 to 440, 441, 443, 444, 445, 538.

5.6. **Traffic and Transportation.**—24, 34, 44, 158, 159, 162, 163, 174, 175, 219, 265, 266, 300, 431, 432, 472, 473, 474, 477, 486, 508, 544, 580, 686, 775, 784, 810, 816, 861, 863, 864, 865, 874, 875 to 887, 889, 894.

Parts of Khasra Nos.—17, 18, 20, 21, 28, 29, 37, 40, 42, 43, 45, 49, to 51, 52, 54, 68, 69, 70, 71, 72, 74, 75, 76, 77, 78, 94, 96, 97, 98, 99, 100, 105, 106, 107, 110, 111, 112, 113 to 116, 121, 123, 124, 125, 126, 135, 138, 139, 140, 141, 142, 148, 149 to 152, 156, 164, 166, 167, 173, 176, 177, 178, 228, 230, 231, 232, 233 to 235, 260, 263, 264, 267, 270, 300, 305, 338, 339, 359, 371, 372, 374, 378 to 380, 382, 383, 384, 385, 389 to 395, 396, 397 to 402, 404 to 406, 413, 422 to 424, 426, 428, 429, 430. 433, 434 to 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 452, 453, 454, 455, 456, 457, 458, 459, 460, 462, 463, 522 to 525, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 548, 549, 550, 562, 563, 564, 565, 566, 567, 568, 569, 575, 577, 580, 582, 584, 585, 589, 595, 597, 600, 603, 604, 634, 648, 655, 656, 657, 659, 662, 663, 664, 665, 667, 677, 679, 680, 681, 684, 685, 688, 694, 695, 696, 697, 698, 700, 702, 705, 719, 720, 720/1, 723, 724, 733, 743, 762, 763, 764, 779, 780, 781 to 783, 785, 790, 791, 811, 817, 822, 830, 831, 832, 833, 854, 856, 857, 859, 862, 866, 867, 868, 869 to 873, 895.

5.7. **Agriculture.**—1 to 6, 8 to 10, 12 to 15, 57 to 60, 62, 63, 64, 65, 84 to 91, 128 to 134. 179, 184 to 187, 188, 189. 190 to 192, 195 to 205, 210, 211, 212, 213, 214, 217, 566, 574, 658, 710, 711 to 717, 735, 738, 739, 858, 874 to 887, 893 to 895.

Parts of Khasra Nos.—11, 16, 17, 41, 56, 67, 80, 81, 83, 92, 93, 94, 95, 126, 127, 135, 141, 173, 176, 177, 178, 541, 564, 565, 566, 569, 570, 572, 575, 576, 577, 580, 582, 648, 655, 656, 657, 659, 699, 700, 743, 785, 857, 859, 860, 862, 866, 867, 868, 869, 870 to 873.

5.8. **Water Body.**— 7, 61, 66, 136, 180, 181, 182, 183, 188, 189, 215, 218, 573, 594, 651, 652, 653, 654, 737, 740, 746, 747, 888, 889, 891.

5.9. **Forest.**—193, 194, 206 to 209, 215, 216, 218, 583, 586 to 588, 590, 736, 741, 743, 744, 745, 748, 776 to 778, 891 to 894.

Parts of Khasra Nos.— 584, 585, 589, 743, 779, 780, 895.

नियन्त्रक, मुद्रण तथा लेखन सामग्री, हिमाचल प्रदेश, शिमला- 5 द्वारा मुद्रित तथा प्रकाशित